tained by his own ability, than twice the sum gained by the intercession of another; for doing nothing but that which is level with the commonest capacity. It is in this point of view that we estimate so highly the potent influence for good in the railway revolution. It promises intellectual exercises and labours for our population. It is mind that is evoked by the spread of steam communication. It is mind, though not of the highest order, that will rule the new confederacy. It is mind, nature's darling, her highest effort, that is, and will be called into play to an extent hitherto unequalled. It is stirring even the country squires; exciting the more active, but still plodding citizens of the country towns. They are anxious, fevered, agitated, and at present unequal to the hour. Hence many are the prey of swindling cormorants, who, thanks to the evanescent nature of dishonesty which cannot long retain one form, will be a short-lived race."

RAILWAY INVESTMENT.

Under this head, the *Westminster Review* for the present December has an article which will be read with much interest by the hundreds who are at this moment contemplating the state of the share market with fear and trembling. The object is to shew that the cry of "Where is all the money to come from," is unnecessary and easily answered, and that the present depression must be temporary:

"Let us note," says the writer, "that from whatever cause they may arise, the alternations of confidence and distrust in affairs of commerce are as constant and certain as the ebb and flow of the tides. Success has always led to overtrading, sometimes in tea, sometimes in tallow, and now in railroads, and overtrading and panic have succeeded each other at intervals of scarcely five years apart, we believe from the days of the merchants of Tyre and Sidon down to our own. It may, therefore, be assumed as an axiom, that a panic is the safest time for investment. Property bought at a price greatly below its average value can hardly fall lower, and may, indeed in many cases must, gradually rise. A knowledge of this fact is the secret of the success of large capitalists. They buy when there are no other buyers; and when all the world are eager to buy, they keep their heads cool, and sell. At the present moment, it may seem a bold thing to recommend railway property as securities, but we have no hesitation in doing so, and in adding our opinion that an investment in lines well selected, at existing prices, would ultimately be found a far more prudent step than the purchase of 3 per Cent. Consols at 94.

There is but little analogy between South Sea and Mississippi schemes and railway projects. Let us clearly understand our position. We have arrived at a new epoch in the history of the world. A new element of civilization has been developed. As was the invention of letters, as was the printing-press, as was the steam-engine, so is the railway in the affairs of mankind. It is a revolution among nations. A moral revolution as affecting the diffusion of knowledge, the interchange of social relations, the perpetuation of peace, the extension of commerce; *and a revolution in all the relations of property.*"

We have already pointed out the following important fact (so far as we know we were the *first* to do so), but it may, nevertheless, be usefully repeated:—

"The change now in progress is that of superseding stone roads by iron roads. The first road was a track; the second one made with hard and rough materials, sometimes paved, and more frequently thrown loose upon the ground; the third a macadamized road; and the number of private Bills applied for between 1829 and 1833, for roads of this construction was 340.* There are 27,000 miles of turnpike-roads in Great Britain alone, and the public roads of all kinds (including both cross country roads and turnpike roads) in Great Britain and Ireland extend to a length of somewhere about 130,000 miles. We have now to convert these stone roads, or the greater part of them, into iron roads as speedily as may be practicable, and possibly (as the disposition to travel increases with facilities of travel) find room for twice the number. This is the work Englishmen have set themselves to do, and in this generation, or the next, they will do it."

* Porter's Progress of the Nation, vol iii., page 159.

BUILDING STATISTICS.

Sir,—Will you have the goodness to state how many bushels of cement, and how many bushels of sand, are consumed in a rod of 272 feet of brickwork, reduced to 1½ brick thick.

When cement only is used; when cement, two-thirds and sand one-third; when cement one-half and sand one-half, or in equal proportions; when cement one-third and sand two-thirds.

Several books name the quantity of cement to a rod, but all that I have seen are useless, from not naming the proportion of sand on which the calculation is founded. Builders differ so much in their statements, and some are so exaggerated, that it would be more satisfactory to your readers to have data on which they can place more reliance. A few of these sort of particulars, *provided the data may be implicitly depended on*, would be of great use in estimating; such, for instance, as the following:—The number, length, and scantlings of pantile laths in a bundle; the number, lengths, and sizes of single and double laths in ditto; the number, sizes, and weights of various materials in certain known quantities of work; the lengths, sizes, and weights of hoop-iron per bundle for bond and iron tongues; the weights and sizes of nails, spikes, and screws, 6d. 8d. 10d. &c.; the quantities of lime, hair, and sand, in one coat render or lay: ditto in a yard of floated work, one coat and two coats; and in hods; weights, sizes, and qualities of tiles, slates, &c.

These, and others, would be extremely useful in a tabular form. But at present I seek most for information as to cement and sand.

Dec. 6, 1845. An Old Subscriber.

TOWER HAMLETS COMMISSION.

TENDERS FOR SEWERS.

Sewer from Hackney Wick to Grove-street: 4 feet by 2 feet 6; length, 4,450 feet.

Stewart	£3,860 0
Munday	3,695 0
Livermore	3,629 0
Crook	3,498 0
Ward and Son	3,465 0
Redding	3,357 19
Smith	3,347 0
Curtis	3,294 0
Lee	3,292 0
Edwards	3,250 0
Jay	3,187 0
Blackburn	3,115 0
Hill and Son	3,086 0

HOLBORN AND FINSBURY COMMISSION.

Haggerston-road: second size sewer; length, 600 feet.

Hill	£480 0
Smith	472 7
Johnson	425 0
Jay	417 0

Museum of British Antiquities.—In reply to Mr. Hawkins' letter to the Institute of Architects on this subject, and which appeared in The Builder, the following resolution was passed by the council at their last meeting:—"That the council have received with much satisfaction the communication from Edward Hawkins, Esq., the keeper of the antiquities in the British Museum, in which the assistance of the members of the Institute is solicited in preserving antiquities found in this country. The council, fully recognizing the importance of the object advocated in the letter of Mr. Hawkins, and heartily concurring with the views entertained by the committee of the Archæological Institute and at the British Museum, recommend to the members of this Institute to exert their influence, individually as well as in their corporate capacity, to prevent the destruction and dispersion of antiquities in all cases of discovery that may fall under their notice; and, further, it is the desire of the council, by this resolution, to call forth from the members of the profession in general that public expression of interest in the promotion of archæology which may best meet the wishes and suggestions conveyed to them in Mr. Hawkins' letter.

New Books.

The Archæological Album; or, Museum of National Antiquities. Edited by T. Wright, M.A.; illustrated by F. W. Fairholt, F.S.A. Chapman and Hall, Strand.

This elegant volume has attained considerable notoriety from the fact, that it was the cause of the late unfortunate difference in the British Archæological Association. Independently, however, of any adventitious celebrity, it has sound and legitimate claims on public attention, and is well calculated to carry out the Dedication (to Lord Albert Conyngham), which says it was "compiled with the hope of making more popular" antiquarian science. "Compiled" is too modest a word; inasmuch as it contains a great deal of original writing, and exhibits much varied learning.

It commences with an account of the meeting of the British Archæological Association, at Canterbury in 1844, with a notice of the various antiquities in and round that city; and concludes with a brief mention of the meeting at Winchester, in August last. The titles of other papers given are as follows: Ancient Bedstead in Turton Tower; Obsolete Punishments; Old Mansion in Houndsditch; History of Art in the Middle Ages (a very valuable paper); Symbolism in Ecclesiastical Architecture; Burgh Castle, and the Round Towers of Suffolk; Ancient Street-Architecture; Patine in Cliff Church; the Early Use of Fire-arms; the Romans in London; Silchester; Burlesque Festivals of the Middle Ages; Monument of Joane, Prince of North Wales; The Fabulous Natural History of the Middle Ages; The Moat-House, Ightham, Kent; Early Use of Carriages in England; Saxon Barrows; and Illustrations of Medieval Antiquities, from illuminated MSS.

Mr. Wright's well-earned reputation as a scholar is widely spread, and led to his election some time since, as corresponding member of the Institute of France. In the present volume he has shewn, that amidst abstruse studies, he has not neglected the art of conveying information pleasantly, and of rendering what have been termed "dry" matters entertaining and attractive. The volume is profusely illustrated with etchings and woodcuts by Mr. Fairholt, who is taking a first place in his profession as an antiquarian draughtsman: nor is he only a draughtsman; a long series of papers on Costume, published in the *Art Union*, and which it is to be hoped will hereafter form a volume, shew that he is an industrious and intelligent antiquary. The title-page of the *Album*, "Specimens from Illuminated MSS," is a beautiful sample of chromo-lithography, executed by Hanhart.

Correspondence.

DRAINAGE IN PRIVATE HOUSES.

Sir,—Seeing in the pages of The Builder some remarks as to the construction of sewers and drains, I am induced to make a plain statement of facts as connected with drainage in many of the back streets and courts, now very densely populated, of which I think some remedial measure ought to be speedily adopted. I mean in regard to the drainage of old buildings as well as new buildings, over which a very great portion of the occupiers have no control, being in some cases disabled or incapacitated by poverty, and in others not able to get at the evil in consequence of its proceeding from the bad state of the cesspool or drains of the adjoining property. I myself am in this situation. Having been very unwell for the last two or three years, my medical adviser recommended me to have the drains cleansed and trapped, to keep back the smell. I have acted upon his advice at, to me, a great expense. I now find the evil to be in the adjoining property. I have applied to the landlord, but get no redress. I have also applied to the parish authorities—they cannot interfere, it being a private, and not a public nuisance; on the same plea the magistrate cannot assist me, I can go to the sessions, but having no funds, I am at a stand-still; and I assure you, Mr. Editor, that this is by no means an isolated case. An incoming tenant can have no idea of the nuisance until he is fairly in it, and then he is a ruined man, as the lodgers on whom he depends to make up his rent, &c.,

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